



The Heber City Depot, shown here in this photo, was a focal point of the community and the valley after the railroad came in 1899.

The first major livery stable in Heber was built in 1892 by two brothers, A. M. and J. S. Murdock. They had good horses and buggies for hire, and in addition, operated a stage line between Heber and Park City. The stage left at 8 a.m. and returned from Park City at 3 p.m. The road they established went over the hill west of the Morris and Davis ranches and through Deer Valley. Elisha J. Duke was a stage operator and mail carrier at the time and served for many years.

Later the Murdock brothers sold to John H. Luke and A. C. Hatch who subsequently sold their interests to Laban Hylton who brought the first automobiles for sale into Heber and changed the business to Pikes Peak Garage. Later, Joseph Hylton entered the business with his brother. By this time livery stables were a thing of the past since horses and carriages had given way quite rapidly to automobiles. Many youngsters in Heber had their first automobile ride in the early 1900's when Andrew Anderson left Heber to enter business in Provo. He purchased an automobile and when he brought the car to Heber he charged 25 cents for a ride to the river and back.

Service stations and garages that have been established in Heber include the Heber Motor Company, 164 S. Main, which, along with the Pikes Peak Garage, has been in operation the longest; Hilton's 66 Service, 510 N. Main; Bob's Texaco Service, 391 N. Main; Ivan's Service, 210 N. Main; Lee's Service, 207 N. Main; Fay's Chevron Service, 199 N. Main; Ken's Texaco Service, 1 S. Main; Timp View Super Service, 750 S. Main; Wasatch Service, south end of main street; Cochran Garage, 414 E. Center; Johnson's Garage, 35 W. 1st S.; Town Service, 137 S. Main, and Neil's Service, 45 S. Main.



The Heber Light and Power Plant erected in 1909.

Work proceeded and by March, 1909, the committee announced they were ready to install the power producing equipment. A Mr. Lund of Salt Lake City was hired on March 29, 1909 to install the equipment at a salary of \$125 per month during the time of installation. Laborers who were employed to work on the building were paid 25 cents an hour or 50 cents an hour if they furnished a team.

On May 10, 1909, E. Parley Cliff was appointed city electrician and wiring inspector to supervise the installation of wiring in homes throughout the community.

By fall of 1909 the residents of Heber, Midway and Charleston were enjoying electrical power, a factor which may have influenced many to re-elect Mayor Clyde in the November, 1909 election. On November 15, 1909, the council passed a resolution that any resident desiring a street light in front of his home could install the light and receive free electric power from the city.

On February 10, 1910, the executive committee of the plant reported that the total cost of constructing and equipping the plant was \$66,789.66. Heber was granted three-fourths ownership, with Midway and Charleston owning one-eighth shares each.

The plant served the communities and their entire needs adequately until 1946 when the Heber City Council and town boards of Midway and Charleston met to discuss an additional hydroelectric plant on Snake Creek. Joseph Hylton was serving as mayor at the time. The project was approved and work was completed early in September, 1949, at a cost of \$161,387.00. Lorenzo A. Wootton and Hugo Price directed the